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The economics of trip scheduling, travel time variability and traffic information

Stefanie Peer

Understanding travel decisions at the level of the individual traveler facilitates more precise predictions of travelers' responses to transport policies, and thus more accurate policy appraisals. This thesis investigates how commuters make their short-run departure time choices and long-run travel routine choices in the face of recurrent and non-recurrent congestion. Data from a real-life peak avoidance experiment and a hypothetical choice experiment are used to derive the monetary valuations of travel time and trip timing aspects. The thesis emphasizes the role of traffic information in quantifying the extent of travel time variability, in deriving the monetary valuations, and in the determination of optimal road pricing schemes.

Stefanie Peer (1985) obtained diplomas in International Economics and Economic Policy from the University of Innsbruck and a Master degree in Port, Transport and Urban Economics from the Erasmus University Rotterdam. She conducted her PhD research at the Department of Spatial Economics at the VU University Amsterdam, where she is currently employed as a postdoctoral researcher.

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